

IN THE SPECIFICATION

Please amend the specification as follows:

Page 17, paragraph beginning at line 23:

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An exhaust gas discharged from the exhaust port 25 in the engine E flows through a main exhaust passage 11₃ defined in the engine block 11 into a first main exhaust passage $[[f_1]] t_1$ defined in the oil case 41, and flows therefrom through a communication bore $[[f_2]] t_2$ defined in the oil case 41, a second main exhaust passage $[[f_3]] t_3$ defined in the exhaust passage-defining member 48 and the exhaust gas inlet 74₁ in the cylindrical case 74 of the catalytic converter 72 into a space $[[f_4]] t_4$ above the catalyst carrier 73. The exhaust gas passed from the space $[[f_4]] t_4$ downwards through the catalyst carrier 73 and thus purified flows through the exhaust gas outlet 74₂ in the cylindrical case 74, an opening in a lower surface of the catalytic converter-supporting portion 48₂ into a main exhaust gas expansion chamber $[[f_5]] t_5$ defined between the oil case 41 and the exhaust passage-defining member 48, and further flows from an upper portion of the main exhaust gas expansion chamber $[[f_5]] t_5$ through a communication bore $[[f_6]] t_6$ defined in the oil case 41, and is discharged into the exhaust gas expansion chamber 49 in the extension case 42.

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Page 8, paragraph beginning at line 16:

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A subsidiary exhaust passage $[[f_8]] t_8$ is defined in parallel on the left of the third main exhaust passage $[[f_7]] t_7$ to extend upwards from the exhaust gas expansion chamber 49 in the extension case 42. The exhaust gas flowing upwards in the subsidiary exhaust passage $[[f_8]] t_8$, continues flowing flows through a

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communication bore $[[f_9]] \ t_9$ defined in the oil case 41, a first subsidiary exhaust gas expansion chamber $[[f_{10}]] \ t_{10}$ defined between the oil case 41 and the exhaust passage-defining member 48, a narrow portion $[[f_{11}]] \ t_{11}$, which produces having a throttling effect, continuing into $[[and]]$ a second subsidiary exhaust gas expansion chamber $[[f_{12}]] \ t_{12}$, and is discharged into the air through an exhaust outlet $[[f_{13}]] \ t_{13}$, provided in the rear surface of the exhaust passage-defining member 48. A lower end of the main exhaust gas expansion chamber $[[f_5]] \ t_5$ communicates with the third main exhaust gas expansion chamber $[[f_7]] \ t_7$ through a drainage bore $[[f_{14}]] \ t_{14}$, and the main exhaust gas expansion chamber $[[f_5]] \ t_5$ and the first subsidiary expansion chamber $[[f_{10}]] \ t_{10}$ communicate with each other through a negative-pressure relief bore $[[f_{15}]] \ t_{15}$ defined in the exhaust passage defining member 48.
